

§ 167.202 In the approaches to Chesapeake Bay: Eastern approach.

(a) A separation line is established connecting the following geographic positions:

<i>Latitude</i>	<i>Longitude</i>
36°58.66' N	75°48.63' W
36°56.79' N	75°55.08' W

(b) An inbound traffic lane is established between the separation line and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°59.14' N	75°48.88' W
36°57.24' N	75°55.34' W

(c) An outbound traffic lane is established between the separation line and a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°56.29' N	75°54.93' W
36°58.18' N	75°48.48' W

[CGD 90-039, 59 FR 21937, Apr. 28, 1994]

§ 167.203 In the approaches to Chesapeake Bay: Southern approach.

(a) An inbound traffic lane is established between separation lines running through the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°50.33' N	75°46.29' W
36°52.90' N	75°51.52' W
36°55.96' N	75°54.97' W
36°55.11' N	75°55.23' W
36°52.35' N	75°52.12' W
36°49.70' N	75°46.80' W

(b) An outbound traffic lane is established between separation lines running through the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°49.52' N	75°46.94' W
36°52.18' N	75°52.29' W
36°54.97' N	75°55.43' W
36°54.44' N	75°56.09' W
36°51.59' N	75°52.92' W
36°48.87' N	75°47.42' W

(c) A deep-water route is established between lines running through the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
36°55.11' N	75°55.23' W
36°52.35' N	75°52.12' W
36°49.70' N	75°46.80' W
36°49.52' N	75°46.94' W
36°52.18' N	75°52.29' W
36°54.97' N	75°55.43' W

(d) The following vessels should use the deep-water route established in paragraph (c) of this section when bound for Chesapeake Bay from sea or to sea from Chesapeake Bay:

(1) Deep draft vessels (drafts greater than 13.5 meters/45 feet in fresh water).

(2) Naval aircraft carriers.

(e) It is recommended that a vessel using the deep-water route established in paragraph (c) of this section—

(1) Announce its intention on VHF-FM Channel 16 as it approaches Chesapeake Bay Southern Approach Lighted Whistle Buoy CB on the south end, or Chesapeake Bay Junction Lighted Buoy CBJ on the north end of the route;

(2) Avoid, as far as practicable, overtaking other vessels operating in the deep-water route; and

(3) Keep as near to the outer limit of the route which lies on the vessel's starboard side as is safe and practicable.

(f) Vessels other than those listed in paragraph (d) of this section should not use the deep-water route.

[CGD 90-039, 59 FR 21937, Apr. 28, 1994, as amended by 59 FR 28449, June 1, 1994]

ATLANTIC GULF COAST

§ 167.350 In the approaches to Galveston Bay Traffic Separation Scheme and precautionary areas.

(a) An inshore precautionary area bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
(1) 29° 18.10' N	94° 39.20' W
(2) 29° 16.10' N	94° 37.00' W
(3) 29° 18.00' N	94° 34.90' W
(4) 29° 19.40' N	94° 37.10' W
(5) 29° 19.80' N	94° 38.10' W

(b) A traffic separation zone bounded by a line connecting the following geographical positions:

<i>Latitude</i>	<i>Longitude</i>
(6) 29° 17.13' N	94° 35.86' W
(7) 29° 09.55' N	94° 25.80' W
(8) 29° 09.41' N	94° 25.95' W
(9) 29° 17.00' N	94° 36.00' W

(c) A traffic lane for inbound (northwesterly heading) traffic is established between the separation zone and a line